

Meeting Minutes

Client:	MASSDOT / Towns of ACTON & MAYNAD
Project Name:	ASSABET RIVER RAIL TRAIL (ARRT)
AECOM Project Number:	604531
Date:	MONDAY JUNE 3, 2013, 10:00am – 3:00pm
Location:	FIELD
Meeting Purpose:	ROW SITE WALK
Prepared By:	ANTHONY CIOLFI

In Attendance			
Name	Company	Telephone	E-mail Address
ROLAND BARTLE	TOWN OF MAYNARD		
	TOWN OF MAYNARD		
LINDA WALSH	MASSDOT ROW		
	MASSDOT ROW		
	TOWN OF ACTON		
ANTONIO SANTORO	AECOM		
ANTHONY CIOLFI	AECOM		

Field Walk Summary
<p>Walk began at MBTA station and existing gravel drive and farm.</p> <p>1) Discussed corner property. Avoid sidewalk construction and easements outside street ROW. 2) Any way to connect existing sidewalk up Maple Street within proposed bump-out ? 3) Need to located exist utility poles and existing building structures 4) Add proposed FENCE to right of Trail due to road construction at exist PL. 5) Add all existing lease agreements or at compile records and include with documents. 6) Check article 97 requirements and Conservation Purchase Agreement for farm property.</p> <p>Walk continued through the existing farm along the woods line, then turns east through an opening over small tree saplings planted on a newly re-claimed superfund site, then onto the existing abandoned rail bed. Over the existing Mill Pond wooded rail road bride. Trail continues through RR bed to Sylvia Street.</p> <p>7) Add parking spaces on Sylvia Street</p> <p>Trail continues to the Anderson property with existing parking and building. The alignment stays to the north of the parking through the existing wetland / bog via boardwalk. Boardwalk turns south along the existing Main Street sidewalk in front of buildings.</p> <p>8) Check to see if CE was completed at first 25% submittal in 2010. Boardwalk will have significant impacts. 9) Can we use existing town sidewalk easement to reduce negotiation fees. Is there enough existing width ?</p> <p>Trail crosses Anderson industrial park southern driveway then turns west behind parking lot and turns at an existing shed and sewer man holes.</p> <p>10) Need to coordinate with existing sewer line owner</p> <p>Trail continues south with swamp / bog to the right (west) and cross the Acton / Maynard town line into</p>

Maynard. Wheel Chair ramps will be constructed at Acton Street. Acton Street serves the MA Crime Lab. The Quirk property lies to the west of the trail for approx. 700'. Railroad ties have already been removed.

- 11) Easement negotiations have already been done for Quirk property.
- 12) Add cell tower to existing detail on plans
- 13) Add access trail drive at southern end of Quirk property to link Crime Lab parking lot.

Trail crosses an existing box culvert where there is a man hole or well of some kind. An existing sewer line crosses the trail just south of the culvert and man hole. It was not evident what the man hole was.

Trail continues south to Concord Street. A couple hundred feet before Concord Street and existing Auto Shop Building lies within the existing Acton trail easement ROW. The trail then crosses Concord Street and runs parallel to Haynes Street then crosses Acton Street back onto the RR corridor.

- 14) The edge of the trail will be 5.5' from the southwest building corner. A wood fence may be needed for some kind of separation.
- 15) To the west of the trail at this location the trail will be located in an existing flat grass area. Should add a 5' TE area to construct the trail and grading.
- 16) The path alignment avoids the grassed park area at this Haynes Street intersection. There was discussion about a design alternative to close off some of Acton Street and re-align the path. It seemed best to leave the trail design as shown and be prepared for some discussion of an alternative concept.

Trail continues south past Cumberland Farms to the east. There is a steep slope with a large amount of yard waste and some construction waste material to the west. Trail then passes a property with a newly constructed chain link fence with chickens that juts out into the Trail alignment.

- 17) Need to show chain link fence in existing detail. The trail grading stops before this exist fence.

Trail now enters a parking lot behind Main Street at the Summer Street / Maple Street intersection. The trail crosses summer Street then turns west across the parking lot with new wheel chair ramps. A retaining wall will be constructed in order to push the Trail west to avoid existing parking lots. The Trail the passes in front of a chain link gate behind existing parking spaces. The Trail is currently shown to cross the parking lot right before the Subway building, and continues to the exiting wooden bridge over the Assabet River at Tobin Park.

- 18) This trail design that crosses the parking lot and runs in front of Subway is not ideal due to the tight space constraints for the path and exist sidewalk and parking meters. An alternate design could keep the Trail on the west side of the parking lot but removing a few parking spaces then running on the open grass area that would need a new Trail easement from the Shaw property.

Trail then meanders through and in front of the existing apartment buildings from Tobin Park to Clock Tower Place for approx.. 500 feet. A new fence will replace The trail then crosses Main Street into the Clock Tower place parking lot.

- 19) Approx. 33 parking spaces need to be removed due to required buffer space for the trail to obstructions. An additional green open space would be created here.

The trail then continues west along the Clock Tower Place parking to Sudbury Street then across Sudbury Street and south in front of an undeveloped parcel, where the is thought to be a new development soon. A 10' concrete sidewalk will be constructed here. The trail then continues west along High Street through a proposed trail easement acquired from the Gas Station. Utility poles will be retained and new trees planted along this Gas Station property frontage. Some grading is proposed from the property owner west of the Gas

Station.

20) An additional proposed slope easement may be needed from this parcel west of the Gas Station.

The trail then joins the rail road corridor into the woods and intersects into the Mill Street / Great Road intersection. The Mill Road is being cut off and turned over to become the Trail alignment. An existing driveway will be incorporated into this trail / road / drive intersection. The triangle grass area will be defined with curbing and sidewalk.

The Trail then crosses Great Road (Rte 117) at Winter Street towards the DPW yard. At this Winter Street Great Road intersection the edge of pavement is being pushed into the front yard of the property owner. Discussion was held how to minimize impacts to this property.

21) The existing detail information needs to be added to the plans.

22) Study what design changes can be made to reduce loss of properties front yard.

23) Adjust retaining wall on channel side

24) And or re-align roadway, need to check truck turning templates

25) Should meet with owner prior to Public Hearing to discuss option.

Trail then continues to the DPW maintenance yard where a parking lot and access road is being proposed. Easements are shown on plans.

After DPW yard trail crosses an existing culvert which appeared to be in good shape. Railing is being proposed here.

26) During final design when the railings are designed, the existing banks before and after the culvert need to be studied and stabilized with possible structures.

The trail continues west to the Stow / Maynard town line through standard abandoned rail corridor where the trail terminates at White Pond Road.

This concludes the Field walk notes.